



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

Overview: Office of Intermodal Planning and Investment

&

Recommended VTrans Vision, Guiding Principles, Goals and Objectives

John Lawson, Deputy Secretary of Transportation

Jitender Ramchandani, Statewide Transportation Planning Manager

Office of Intermodal Planning and Investment (OIPi)

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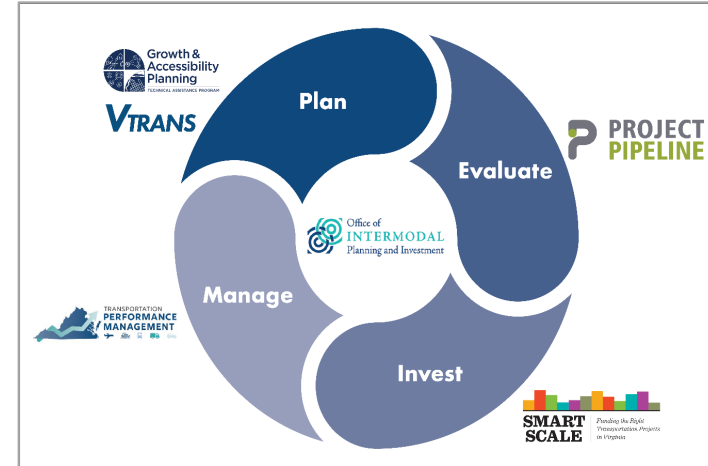
PURPOSE OF THE PRESENTATION

- **Overview of Secretary's Office of Intermodal Planning and Investment (OIPI)**
- **Overview of VTrans, Virginia's Surface Transportation Plan**
- **Recommendations**
 - **VTrans Vision, Guiding Principles, Goals, and Objectives**
- **Next Steps**



OVERVIEW: OFFICE OF INTERMODAL PLANNING AND INVESTMENT (OIPI)

- ▶ **OIPI is an office of the Secretary, established by Code of Virginia §2.2-229.**
- ▶ **OIPI reports to the Secretary and is responsible for developing a comprehensive multimodal transportation policy.**
 - ▶ Serves as liaison between transportation agencies.
 - ▶ Focuses on using data to inform investment decisions and drive outcomes.
- ▶ **The office consists of a Director appointed by the Secretary and staff.**
 - ▶ John Lawson, Director
 - ▶ Ronique Day, Deputy Director
 - ▶ Program Managers and
 - ▶ Technical staff



➤ **Goals of the Office established by the Code (§2.2-229)**

- Promote transparency and accountability in the programming of transportation funds.
- Establish and maintain a statewide prioritization process.
 - SMART SCALE tool
- Ensure Virginia's multimodal network promotes economic development, connectivity, environmental quality, accessibility, and safety.
 - VTrans identifies transportation needs associated with congestion, economic development, safety, etc. SMART SCALE evaluates projects using similar matrices.
- Encourage innovation and best practices to improve the efficiency of the network and related strategies.
 - Project Pipeline program focuses on innovative solutions and strategies to address VTrans needs.
- Promote coordination between transportation investments and land use planning.
 - The Growth and Accessibility Planning (GAP) Technical Assistance Program provides resources to localities to promote such coordination.

➤ Responsibilities and Programs of the Office

- Develop for Board approval, VTrans, the Statewide Transportation Plan.
- Oversee and implement the statewide prioritization process SMART SCALE, approved by the Board.
 - SMART SCALE is Virginia's scoring process that evaluates projects and ranks them based on a relative benefit and cost decision-making tool.
- Develop measures and targets for Board approval related to the performance of Virginia's surface transportation network, including any federal measures.
 - Safety, pavement, bridge targets, etc.

➤ Responsibilities and Programs of the Office (cont.)

- Conduct and oversee studies of potential improvements or strategies that address needs identified in the Statewide Transportation Plan.
 - Project Pipeline Program, a performance-based planning program that identifies cost-effective solutions to critical needs identified in VTrans.
- Provide technical assistance to local governments and regional entities.
 - Growth and Accessibility Planning (GAP) and Multimodal Planning technical assistance program supports localities and planning partners with studies that support further study of a need identified in VTrans.
- Oversee for Board approval the Virginia Transportation Infrastructure Bank and the Toll Facilities Revolving Account.
- Additional information on OIPI programs:

➤ www.oipi.virginia.gov

OVERVIEW: PURPOSE OF VTRANS

- ▶ **VTrans helps the state meet several Federal requirements.**
 - ▶ Key requirements: States must develop a transportation plan (23 CFR § 450.216) and a freight plan (49 U.S.C. § 70202).
- ▶ **VTrans addresses several items and requirements included in the Code of Virginia.**
 - ▶ Key requirement: SMART SCALE applications are screened to ensure they meet transportation needs identified in VTrans (§ 33.2-214.1).
- ▶ **VTrans serves as the CTB's primary statewide planning process, which:**
 - ▶ Directs resources to CTB-identified needs and priority locations and promotes shared understanding.
 - ▶ Establishes a common and comprehensive understanding of risks and opportunities due to external factors.
 - ▶ Based on the identified needs, priority locations, risks, and opportunities inform agency decision-making.



VTrans Vision, Guiding Principles, Goals, and Objectives

- ▶ Informs the entire planning process and guides VDOT and DRPT's efforts.



Mid-term Needs and Priority Locations

- ▶ Identifies and develops a shared understanding of needs and priorities for the next 10 years.



Long-term Risk and Opportunity Register

- ▶ identifies, analyzes, and monitors the cumulative impact of transformative global and national trends on Virginia's transportation system.



Strategic Actions / Recommendations

- ▶ Identifies near-term actions that OIPI, VDOT, and DRPT plan to undertake to address the identified risks and opportunities and ensure the advancement of VTrans Vision.

OVERVIEW: VTRANS FOCUS AREAS

CTB Vision, Guiding Principles, Goals and Objectives

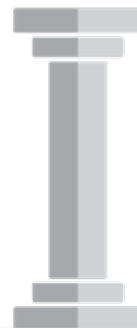
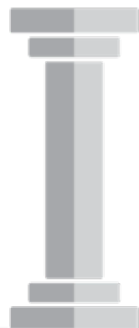
Mid-term Needs and Priority Locations (0 – 10 Years)

Long-term Risk & Opportunity Register (20+ Years)

Strategic Actions (Recommendations)



Today's Focus



Presentation

Today

January 2025

June 2025

September 2025

Action

December 2024

February 2025

July 2025*

December 2025

* If policy changes, formal action required

RECOMMENDATION: VISION

Virginia's transportation system will be
**Good for Business, Good for
Communities, and Good to Go.**

Virginians will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st-century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

Existing (adopted 2014, affirmed 2020)

Virginia's **best-in-class multimodal transportation system** provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life.

Recommended End State

RECOMMENDATION: GUIDING PRINCIPLES

Existing Guiding Principle	Recommended Guiding Principle
GP 2: Ensure Safety, Security, and Resiliency Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.	GP 1: Ensure Safety, Security, and Resiliency: Provide a safe transportation system for all users that responds immediately to short-term events such as weather or security emergencies and adapts effectively to long-term issues (e.g., resiliency).
GP 1: Optimize Return on Investments Implement the right solution at the right price, striving to meet current needs while advancing long-term prosperity and livability.	GP 2: Optimize Return on Investments: Implement the right solution at the right price to meet identified needs while advancing long-term prosperity and livability.
GP 3: Efficiently Deliver Programs Deliver high-quality projects and programs in a cost-effective and timely manner.	GP 3: Deliver Programs Efficiently: Deliver high-quality projects and programs in a cost-effective and timely manner.
GP 4: Consider Operational Improvements and Demand Management First Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.	GP 4: Implement Operational Improvements and Demand Management First: Maximize the capacity of the transportation network by managing the demand through increased use of technology and operational improvements before investing in major capacity expansions.

RECOMMENDATION: GUIDING PRINCIPLES (CONT.)

Existing Guiding Principle	Recommended Guiding Principle
<p>GP 5: Ensure Transparency and Accountability, and Promote Performance Management Work openly with partners and engage stakeholders in project development and implementation. Establish performance targets that consider the needs of all communities, measure progress towards targets. Adjust programs and policies as necessary to achieve the established targets</p>	<p>GP 5: Ensure Transparency, Accountability, And Promote Performance Management: Work with stakeholders in developing transportation plans and programs. Establish performance targets, measure progress, and adjust programs and policies as necessary.</p>
<p>GP6: Improve Coordination Between Transportation and Land Use Encourage local governments to plan and manage transportation-efficient land development by providing incentives, technical support, and collaborative initiatives.</p>	<p>GP 6: Enhance Coordination Between Transportation and Land Planning: Inform and advise local governments to ensure coordination between local land planning and potential impacts on transportation.</p>
<p>GP 7: Ensure Efficient Intermodal Connections Provide seamless connections between modes of transportation to harness synergies.</p>	<p>GP 7: Ensure Efficient Intermodal Connections: Provide seamless connections between modes of transportation.</p>
	<p>GP 8: Maintenance First: Maintain the current system to the agreed-upon performance standards to ensure the lowest life-cycle cost.</p>

RECOMMENDATION: GOALS

Existing Goal	Recommended Goal
<p>Goal C - Safety for All Users: Provide a safe and secure transportation system for passengers and goods on all travel modes.</p>	<p>Goal A - Transportation System Safety: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.</p>
<p>Goal D - Proactive System Management: Maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.</p>	<p>Goal B - System Preservation: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.</p>
<p>Goal A - Economic Competitiveness and Prosperity: Invest in a transportation system that supports a robust, diverse, and competitive economy.</p>	<p>Goal C - Economic Competitiveness through Travel Time Reliability: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and providing multiple modes and routes.</p>

RECOMMENDATION: GOALS

Existing Goal	Recommended Goal
<p>Goal B - Accessible and Connected Places: Increase opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.</p>	<p>Goal D - Inter-Connected Systems and Services: Provide an integrated multimodal transportation system for better accessibility and travel options.</p>
<p>Goal E - Healthy Communities and Sustainable Transportation Communities: Support a variety of community types promoting local economies and healthy lifestyles that provide travel options, while preserving agricultural, natural, historic and cultural resources.</p>	<p>Goal E - Environmental Stewardship: Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.</p>

RECOMMENDATION: GOAL A – TRANSPORTATION SYSTEM SAFETY

Existing Goal C – Safety for All Users:
Provide a safe and secure transportation system for passengers and goods on all travel modes.

- ▶ Objective C.1: Reduce the number and rate of motorized fatalities and serious injuries.
- ▶ Objective C.1: Reduce the number of non-motorized fatalities and serious injuries.

Recommended Goal A – Transportation System Safety: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.

- ▶ Objective A.1: Reduce the number and rate of motorized fatalities and serious injuries through implementation of the Strategic Highway Safety Plan.
- ▶ Objective A.2: Reduce the number of non-motorized fatalities and serious injuries through implementation of the Strategic Highway Safety Plan.
- ▶ Objective A.3: Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans.

RECOMMENDATION: GOAL B – SYSTEM PRESERVATION

Existing Goal D – Proactive System Management: Maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.

- ▶ Objective D.1: Improve the condition of all bridges based on deck area.
- ▶ Objective D.2: Increase the lane miles of pavement in good or fair condition.

Recommended Goal B - System Preservation: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

- ▶ Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review.
 - ▶ Meet long-term sustainable pavement and bridge performance targets adopted by the Board.
 - ▶ Maintain VDOT's special structures in accordance with the annually updated 50-year special structures plan.
 - ▶ Meet routine maintenance best practices performance metrics.

RECOMMENDATION: GOAL B – SYSTEM PRESERVATION (CONT.)

Existing Goal D – Proactive System Management: Maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.

- ▶ Objective D.3: Increase percent of transit vehicles and facilities in good or fair condition.

Recommended Goal B - System Preservation: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

- ▶ Objective B.2: Ensure transit state of good repair through the prioritization of investments and implementation of performance targets in Transit Asset Management plans.
- ▶ Objective B.3: Maximize the benefits of the Rail Preservation Fund through effective allocations to Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) railroads.

Existing Goal A - Economic Competitiveness and Prosperity: Invest in a transportation system that supports a robust, diverse, and competitive economy.

- Objective A.1: Reduce the amount of travel that takes place in severe congestion.
- Objective A.3: Improve reliability on key corridors for all modes.

Recommended Goal C - Economic Competitiveness through Travel Time Reliability: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and providing multiple modes and routes.

- Objective C.1: Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.

Existing Goal A - Economic Competitiveness and Prosperity: Invest in a transportation system that supports a robust, diverse, and competitive economy.

- ▶ Objective A.2: Reduce the number and severity of freight bottlenecks.

Recommended Goal C - Economic Competitiveness through Travel Time Reliability: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and providing multiple modes and routes.

- ▶ Objective C.2: Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.
- ▶ Objective C.3: Improve transit efficiency and effectiveness by implementing system-wide and route-level performance standards established in Transit Strategic Plans and Transit Development Plans.

RECOMMENDATION: GOAL D - INTER-CONNECTED SYSTEMS AND SERVICES

Existing Goal B - Accessible and Connected Places: Increase opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.

- ▶ Objective B.1: Reduce average peak-period travel times in metropolitan areas.
- ▶ Objective B.2: Reduce average daily trip lengths in metropolitan areas.
- ▶ Objective B.3: Increase the accessibility to jobs via transit, walking, and driving in metropolitan areas.

Recommended Goal D - Inter-Connected Systems and Services: Provide an integrated multimodal transportation system for better accessibility and travel options.

- ▶ Objective D.1: Create multimodal redundancy to support network resiliency by providing alternative modes of travel where appropriate.
- ▶ Objective D.2: Provide a safe and secure transportation system by ensuring redundancy and appropriate cyber security protection.
- ▶ Objective D.3: Increase bus ridership by improving bus stop condition and accessibility.
- ▶ Objective D.4: Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan.
- ▶ Objective D.5: Support economic development initiatives through investments in site accessibility.

RECOMMENDATION: GOAL E - ENVIRONMENTAL STEWARDSHIP

Existing Goal E - Healthy Communities and Sustainable Transportation Communities: Support a variety of community types promoting local economies and healthy lifestyles that provide travel options, while preserving agricultural, natural, historic and cultural resources.

- ▶ Objective E.1: Reduce per-capita vehicle miles traveled.
- ▶ Objective E.2: Reduce transportation-related NOX, VOC, PM, and CO emissions.
- ▶ Objective E.3: Increase the number of trips traveled by active transportation (bicycling and walking).

Recommended Goal E - Environmental Stewardship: Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.

- ▶ Objective E.1: Deliver transportation solutions that consider watershed impacts, habitat preservation, and required environmental regulatory review.
- ▶ Objective E.2: Implement solutions to support the attainment of National Ambient Air Quality Standards.

NEXT STEPS

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